

State of Alaska FY2010 Governor's Operating Budget

Department of Transportation/Public Facilities Central Design and Engineering Services Component Budget Summary

Component: Central Design and Engineering Services

Contribution to Department's Mission

Develop projects that improve Alaska's transportation and public facilities infrastructure. The division also provides a wide range of technical services to the department, other state and federal agencies, local governments and the public.

Core Services

- Take each project from the planning stage to final preparation of plans, specifications and estimates for construction advertising. This includes preliminary design, environmental, traffic and safety, materials, right-of-way, utilities, and design.
- Provide technical assistance during construction.
- Assure environmental compliance services during construction and maintenance and operations of facilities.
- Complete traffic speed studies, accident analysis, hydrological studies, materials testing, and surveying.
- Process utility, right-of-way and traffic permits to other state and federal agencies, local governments and the public.

FY2010 Resources Allocated to Achieve Results

FY2010 Component Budget: \$20,412,000	Personnel:	
	Full time	179
	Part time	20
	Total	199

Key Component Challenges

- It is essential for the department to maintain a professional and stable work force. The shortage of experienced project staff in the private and public sectors continues to be a concern. We will work to attract good people to the industry and especially to the Department of Transportation and Public Facilities (DOT&PF).
- Lack of resources limit our ability to keep pace with streamlining and efficiencies available through such technology as geographic information system (GIS), document management and specialized engineering software.
- Cost escalation has become a significant factor in program delivery. Rapidly increasing prices and reductions in available federal dollars affects future project delivery. Right of way acquisition and utility relocation costs increased dramatically over the past few years. We've experienced large construction cost increases due in part to: erosion and pollution control, fuel, raw materials, labor, and lack of bid competition. Project cost increases impact our ability to deliver as many projects as anticipated.
- A recent trend is to link multiple funding sources to single projects. Federal sources include Bureau of Indian Affairs (BIA), Denali Commission, Federal Aviation Administration (FAA), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), U.S. Fish and Wildlife Service (USFW), local governments, and state funds are often used on a project. While this tactic benefits some projects, each funding source has different constraints, which add complexity and delays project delivery. Also, long-term maintenance and ownership issues require extensive state negotiations with local governments and funding agencies.
- The division continues developing state funded projects on a shorter timeline than federally funded projects. Challenges in delivering state funded projects include lack of detailed scope, coordinating legislative intent with the given funding levels, and the overall number of relatively small projects. Resolving these issues requires considerable time and effort on the part of DOT&PF staff.
- *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)* allows

certain parts of the existing federal oversight on project development to shift to the state. The development of the procedures and the implementation of new processes will take considerable effort by senior staff.

- Under funded earmarks provided by SAFETEA-LU don't fit within our federal program. We continue to be challenged to develop meaningful projects within the constraints of the earmarks. Increased compartmentalization of Federal Highway funds restricts our ability to manage the program.
- New rules continue to add complexity, increase costs and delay program delivery. Areas of increased focus and involvement that add effort, training, and delays include: historic property coordination with the State Historic Preservation Office (SHPO), Context Sensitive Solutions, and Clean Water Act - including storm water control compliance, wetlands permitting and environmental justice. On the horizon for increased scrutiny are emission, clean air and global warming.
- The Aviation program continues to meet the challenges of changing federal requirements including an expanded role in developing navigational system design plans. The Federal Aviation Administration (FAA) at the regional and national levels increasingly restricts timelines for delivery of both environmental approvals and project funding grants. We also continue to increase our discretionary funding beyond baseline entitlements by developing early delivery of high priority projects.
- Native allotments continue to add challenges for delivery of aviation and highway projects. This includes an inability to acquire property in a timely manner and added problems obtaining rights-of-entry to define existing land interests.

Significant Changes in Results to be Delivered in FY2010

- No significant changes are anticipated.

Major Component Accomplishments in 2008

- The division managed, on average, 180 projects (140 highways and 40 aviation) in various stages of development from inception to bid ready.
- The division delivered a comprehensive program of aviation and highway bid ready designs and contract documents for 41 projects totaling \$289.5 million. This is split between \$93.8 million of aviation and \$195.7 million of highway projects. Approximately 85% of the projects were federally funded and the remainder were state funded. Bid ready projects delivered this year includes the Trunk Road Reconstruction Phase I - Parks Highway to Palmer Wasilla Highway which will provide four lanes on new and improved alignment, enhancing this north-south Valley connection; East Dowling Road - Lake Otis to Elmore and the Tudor/Elmore intersection projects which create a new east-west connection designed to alleviate congestion in the Anchorage Bowl. Other projects include reconstruction and capacity improvements of Old Seward Highway - Brandon to O'Malley; Old Glenn Highway - Fire Lake to S. Birchwood reconstruction; and major pavement refurbishment projects on both the Seward and Parks Highways. Major improvements at rural airports included Atka, Bethel, Goodnews, King Salmon and Kongiganak.
- The Aviation Design section met our goal of getting environmental document approvals accomplished by the end of the calendar year. This allowed early programming of projects and allowed us to capture additional discretionary funds.
- As part of the Highway to Highway project, a planned controlled access facility connecting the Glenn and the Seward Highways in the Anchorage Bowl was initiated with a 'Federal Notice of Intent' on the Environmental Impact Statement (EIS) and formation of an Executive Oversight Committee comprised of municipal, state and federal leadership.
- The Utilities, Right of Way and Traffic and Safety Sections continue to process (accept, adjudicate and issue) 400 permits for driveways, approach roads, and utilities, accommodating development and growth in the region.
- The division continues to experience significant turn-over of staff with 75 or 40% of the staff either promoted or newly hired since January 2008. Despite the turnover and continued high vacancies, the division continues to administer the programs and deliver projects.

Statutory and Regulatory Authority

AS 02.15
AS 08.48
AS 08.87
AS 19

AS 34.60
AS 35
AS 36
AS 44.42
AS 44.62
17 AAC 15
CFR 14 Aeronautics
CFR 15 Environment
CFR 16 Environment
CFR 23 Highways
CFR 33 Environment
CFR 41 Contracts
CFR 42 Environment/ADA
CFR 43 Lands
CFR 49 Transportation

Contact Information
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**Central Design and Engineering Services
Component Financial Summary**

All dollars shown in thousands

	FY2008 Actuals	FY2009 Management Plan	FY2010 Governor
Non-Formula Program:			
Component Expenditures:			
71000 Personal Services	16,701.0	19,185.4	19,771.2
72000 Travel	28.8	31.6	31.6
73000 Services	1,029.5	413.3	413.3
74000 Commodities	176.7	190.9	190.9
75000 Capital Outlay	12.7	5.0	5.0
77000 Grants, Benefits	0.0	0.0	0.0
78000 Miscellaneous	0.0	0.0	0.0
Expenditure Totals	17,948.7	19,826.2	20,412.0
Funding Sources:			
1004 General Fund Receipts	160.6	611.4	712.6
1007 Inter-Agency Receipts	200.9	32.5	33.3
1061 Capital Improvement Project Receipts	17,199.6	18,645.2	19,129.0
1108 Statutory Designated Program Receipts	176.9	303.5	303.5
1156 Receipt Supported Services	210.7	233.6	233.6
Funding Totals	17,948.7	19,826.2	20,412.0

Estimated Revenue Collections				
Description	Master Revenue Account	FY2008 Actuals	FY2009 Management Plan	FY2010 Governor
Unrestricted Revenues				
Unrestricted Fund	68515	6.7	0.0	0.0
Unrestricted Total		6.7	0.0	0.0
Restricted Revenues				
Interagency Receipts	51015	200.9	32.5	33.3
Statutory Designated Program Receipts	51063	176.9	303.5	303.5
Receipt Supported Services	51073	210.7	233.6	233.6
Capital Improvement Project Receipts	51200	17,199.6	18,645.2	19,129.0
Restricted Total		17,788.1	19,214.8	19,699.4
Total Estimated Revenues		17,794.8	19,214.8	19,699.4

**Summary of Component Budget Changes
From FY2009 Management Plan to FY2010 Governor**

All dollars shown in thousands

	<u>General Funds</u>	<u>Federal Funds</u>	<u>Other Funds</u>	<u>Total Funds</u>
FY2009 Management Plan	611.4	0.0	19,214.8	19,826.2
Adjustments which will continue current level of service:				
-Transfer CIP Authority from Central Region Planning for Personal Services Vacancy Factor Adjustments	0.0	0.0	23.8	23.8
-Transfer CIP Authority from Statewide Design for Personal Services Vacancy Factor Adjustments	0.0	0.0	75.0	75.0
-FY2010 Wage and Health Insurance Increases for Bargaining Units with Existing Agreements	13.2	0.0	473.8	487.0
-Correct Unrealizable Fund Sources in the Salary Adjustment for the Existing Bargaining Unit Agreements	88.0	0.0	-88.0	0.0
FY2010 Governor	712.6	0.0	19,699.4	20,412.0

**Central Design and Engineering Services
Personal Services Information**

Authorized Positions			Personal Services Costs	
	<u>FY2009</u> <u>Management</u> <u>Plan</u>	<u>FY2010</u> <u>Governor</u>		
Full-time	179	179	Annual Salaries	13,315,188
Part-time	20	20	COLA	518,177
Nonpermanent	22	22	Premium Pay	342,331
			Annual Benefits	7,083,562
			<i>Less 7.00% Vacancy Factor</i>	(1,488,058)
			Lump Sum Premium Pay	0
Totals	221	221	Total Personal Services	19,771,200

Position Classification Summary

Job Class Title	Anchorage	Fairbanks	Juneau	Others	Total
Accounting Tech I	1	0	0	0	1
Admin Asst III	1	0	0	0	1
Administrative Clerk II	2	0	0	0	2
Administrative Clerk III	8	0	0	0	8
Administrative Supervisor	1	0	0	0	1
College Intern I	6	0	0	0	6
College Intern II	12	0	0	0	12
College Intern III	3	0	0	0	3
College Intern IV	1	0	0	0	1
Drafting Technician III	13	0	0	0	13
Engineer/Architect I	20	0	0	0	20
Engineer/Architect II	9	0	0	0	9
Engineer/Architect III	10	0	0	0	10
Engineer/Architect IV	3	0	0	0	3
Engineer/Architect V	1	0	0	0	1
Engineering Assistant II	24	0	0	0	24
Engineering Assistant III	26	0	0	0	26
Engineering Associate	3	0	0	0	3
Engineering Asst I	2	0	0	0	2
Engineering Geologist I	1	0	0	0	1
Engineering Geologist II	2	0	0	0	2
Environ Impact Analyst I	1	0	0	0	1
Environ Impact Analyst II	7	0	0	0	7
Environ Impact Analyst III	4	0	0	0	4
Environ Impc Analysis Mgr I	1	0	0	0	1
Land Surveyor I	3	0	0	0	3
Land Surveyor II	1	0	0	0	1
Land Surveyor Manager I	1	0	0	0	1
Matlab Tech Foreman	1	0	0	0	1
Matlab Tech Journey	4	0	0	0	4
Matlab Tech Lead Specialist	1	0	0	0	1
Matlab Tech Sub Journey III	1	0	0	0	1
Matlab Tech Sub Journey IV	4	0	0	0	4
Regional Engineering Geologist	1	0	0	0	1
Right of Way Agent I	4	0	0	0	4
Right of Way Agent II	8	0	0	0	8

Position Classification Summary					
Job Class Title	Anchorage	Fairbanks	Juneau	Others	Total
Right of Way Agent III	9	0	0	0	9
Right of Way Agent IV	3	0	0	0	3
Right of Way Agent VI	1	0	0	0	1
Right of Way Assistant	3	0	0	0	3
Survey Instrum Tech II	1	0	0	0	1
Survey Instrum Tech Tne	1	0	0	0	1
Survey Journey	3	0	0	0	3
Survey Lead	3	0	0	0	3
Survey Sub Journey II	3	0	0	0	3
Tech Eng I / Architect I	3	0	0	0	3
Totals	221	0	0	0	221

Job Class Title	Anchorage	Fairbanks	Juneau	Others	Total
Right of Way Agent III	9	0	0	0	9
Right of Way Agent IV	3	0	0	0	3
Right of Way Agent VI	1	0	0	0	1
Right of Way Assistant	3	0	0	0	3
Survey Instrum Tech II	1	0	0	0	1
Survey Instrum Tech Tne	1	0	0	0	1
Survey Journey	3	0	0	0	3
Survey Lead	3	0	0	0	3
Survey Sub Journey II	3	0	0	0	3
Tech Eng I / Architect I	3	0	0	0	3
Totals	221	0	0	0	221